

Trade and service development within the Central Business District should generally adhere to the following principles:

1. It should have adequate ingress and egress for traffic. A loop street around the CBD should be provided to relieve vehicular congestion.
2. Provision should be made for off-street parking and off-street loading.
3. Provide adequate land for pedestrian ways and utilize green areas as a means of a buffering zone for adjoining incompatible land uses. This can also act as a means of beautifying the CBD.
4. Rear store areas should be improved by landscaping, and paved parking areas should have access to the loop street system.

New shopping centers of all sizes should generally adhere to the following criteria:

1. The site should be of sufficient land area to serve the particular type of center involved.
2. Access should be readily available by means of major thoroughfares.
3. Buildings should be grouped so as to operate as one functional unit. Free-standing commercial structures are not desirable.
4. On-site parking should be provided and entrances and exits should be constructed so as not to cause traffic congestion. Marked parking spaces should be provided within easy walking distances of the stores.
5. Truck traffic and loading facilities should be separated from customer traffic.
6. Foot traffic should be separated from vehicular traffic. Protection from the elements should be afforded customers while shopping, either by use of an enclosed, air-conditioned mall or a canopy system.
7. Landscaping should be provided and proper buffer zones established so that surrounding land uses are not jeopardized.

#### Residential

A technique for unifying neighborhoods which has long been urged by planners and architects, is the so called "neighborhood unit concept," which provides for the development of residential areas with an elementary school and neighborhood park at the center.